

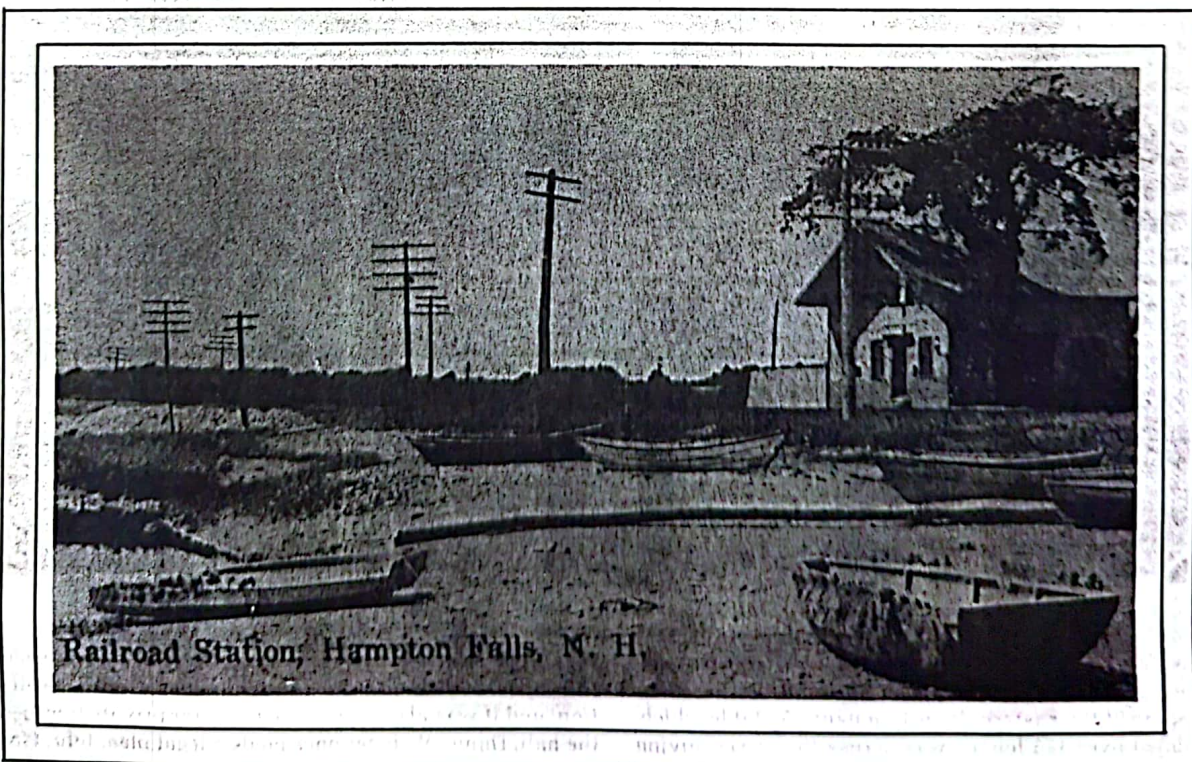


Surely the Hampton Falls and Hampton Rivers and their tributaries have to be the earliest means of transportation in the area. From small craft and shallops to schooners and gundalows, man plied these marsh waterways carrying hay, fish, and local produce, and for leisurely outings "down river." Water transportation must have been at its zenith in 1823 when David Nudd was authorized under the name of "The Proprietors of Hampton Canal" to construct a canal from Hampton Landing to Brown's River.

The lanes and roadways passing through the sylvan farm and woodlands of John Greenleaf Whittier's time have given way to the remarkable system of paved highways that are used in Hampton Falls and the environs today. History would tell us that early roads used the well established Indian trails as guides. This is not difficult to imagine if one drives along present Route 88 and its many curves between Hampton Falls Hill and Exeter. This was formerly the Munt Hill Road.

The oldest road on record is one laid out from the meeting house green in Hampton to the Falls on June 9, 1640. This road was probably located very nearly in the same place as Lafayette Road or U.S. Route 1 today. The road over the 120 rod causeway, or "Causey" as it was known, was a make-shift affair, and the road was often impassable except at low tide, and heavy tides often washed it out to be unusable.

The Hampton Causeway Turnpike Company was incorporated December 22, 1808, and was authorized and empowered to repair and keep in repair a toll road from Sanborn's Hill in Hampton Falls to the causeway in Hampton, to build a bridge over the Hampton River, and other measures to render the road more useable. The first toll-taker for the turnpike was Caleb Towle whose house stood at one end of the "Causey," and was jokingly known as the "Towle Toll House."



Children in 1972 might find it hard to believe that "the depot" once was a building complete with ticket office, waiting room, and living quarters upstairs for the station agent and his family.

474-1954

7/12/01

called Eric Royal

Library has microfilm
but no reader

Eric says no
review of books

- Mormons - office in Ashua -

- Road layout -

has loose records I can look at
he copied Road layouts at
Archives

7/12/01

Ralph Sanders

- no layout plans -

- will check for projects -

most likely has everything Concord has

it could have been a state Road w/ another
name.

I will call to go in next week

STATE OF NEW HAMPSHIRE
DEPARTMENT OF STATE
STATE HOUSE, ROOM 204
CONCORD, NH 03301

No. 027513

INVOICE

DATE: July 30, 2001

DESCRIPTION	AMOUNT
Copies of Town Road & Highway Layouts	\$29.00
<i># 1485</i>	
TOTAL AMOUNT DUE	\$29.00
PLEASE RETURN COPY OF INVOICE WITH PAYMENT. MAKE CHECK PAYABLE TO TREASURER, STATE OF NH	

BILL TO:

TOCKEY BIALOBRZESKI
PO BOX 1306
HAMPTON NH 03823-1806

Joe Valle

781 329-9919

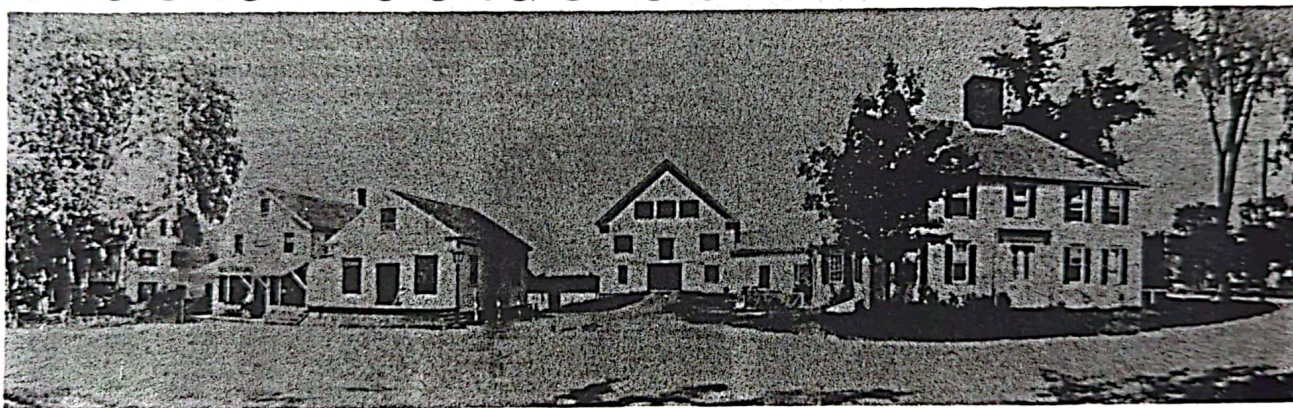
617 633-3518

Hampton \$ 18.60

H-falls

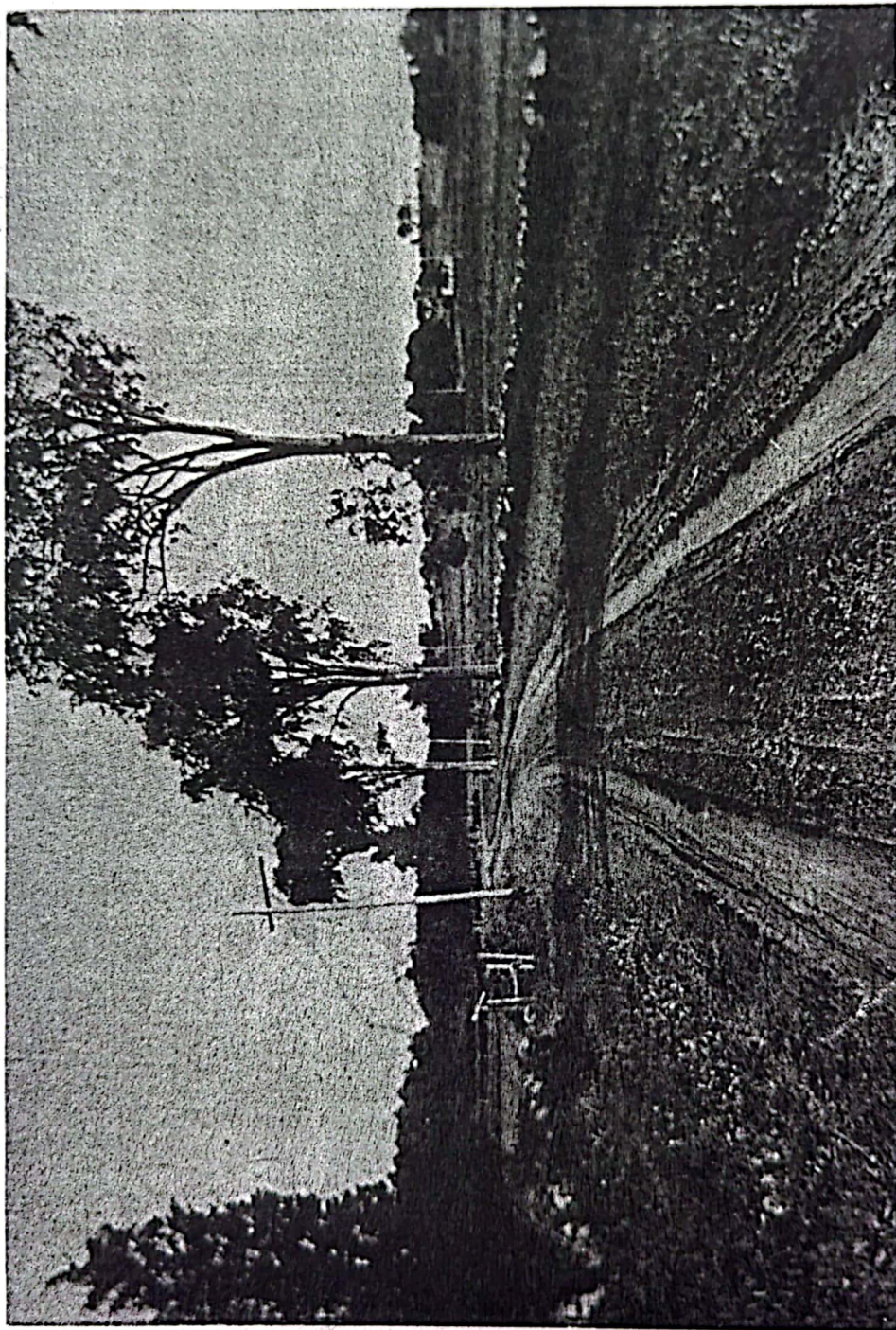
7/30 Oscar Jewell Collection
reviewed Exeter NH
copied Hampton Archives
Hampton Falls

Hampton Falls New Hampshire 1722-1972



Homestead and businesses of Charles N. Dodge.

June 1972



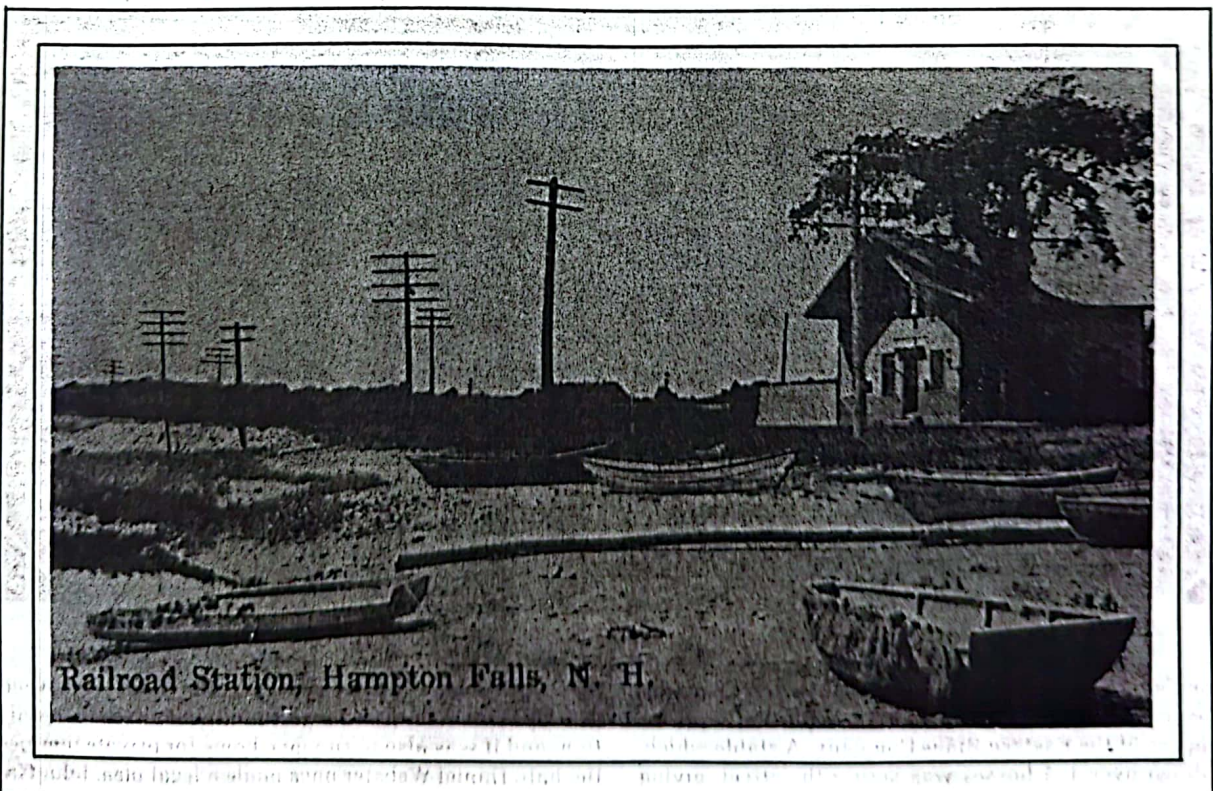
Munt Hill Road, named for the hill at the corner of Sanborn Road and Route 88 upon which stood the last Indian village in the area, was later named Exeter Road.

Surely the Hampton Falls and Hampton Rivers and their tributaries have to be the earliest means of transportation in the area. From small craft and shallops to schooners and gundalows, man plied these marsh waterways carrying hay, fish, and local produce, and for leisurely outings "down river." Water transportation must have been at its zenith in 1823 when David Nudd was authorized under the name of "The Proprietors of Hampton Canal" to construct a canal from Hampton Landing to Brown's River.

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RIGHT OF WAY SOURCE RECORDS

RECORDS: Book 7 Page 214
 Original } From 1839 To 1854
 Copied } Date of Book
 Proprietors Original
 General Court Sessions
 County
 Town

Town of Exeter
 Name of Road
 Local
 State System
 Width of Road
 Date of Layout

EXTRACT

April 24.1849

Petition of Wm.A.Tilton, James Lovering and 26 others to the Selectmen of Exeter that the street in Exeter known as Academy Street should be widened from Front Street to the Reservoir.

We therefore widen the same; - Beginning at a point 9 feet and 3 inches easterly from the south westerly corner of land of the Trustees of Philips Exeter Academy (being the corner at the junction of Academy Street and Front Street) and at Front Street, measuring on a line with the Academy yard fence standing on said Front Street and running N.16 deg.30' W. through land of said Trustees of Philips Exeter Academy 31 rods and 19 links to a Reservoir.

The line above described is to be the easterly side of the highway.

We award to the owners of land taken for said highway the following sum to be paid by the town; -
 Trustees of Philips Exeter Academy, \$60.00
 June 26.1849.

July 6.1849

See page 216

Petition of Josiah H.Folsom and 20 others to the Selectmen of Exeter that it is necessary and in the interests of the public that the highway leading from William H. Robinson's dwelling house in said town to the line of Hampton Falls near the dwelling house of Joshua Pike, should be widened and straightened.

We therefore widen and straighten; - Beginning on the division line between the towns of Exeter and Hampton Falls on land of Samuel Melcher and at a point two rods from the easterly side of the highway leading from Joshua Pike's to Exeter Village, and running N.10 deg.W. 6 rods and 17 links to a stake on said Melcher's land, thence N.11 deg.E. on said Melcher's land 6 rods and 8 links, thence N.24 deg.E. on said Melcher's land 11 rods and 11 links to the corner of the road that leads to Benj. Rollins dwelling house; the above described line is to be the easterly side of that part of said highway.

Then commence on the westerly side of said highway on Joshua Pike's land by an apple tree standing by the wall (being the third apple tree from the northerly end of a row of said trees) and at a point southerly from the corner of the road that leads to Benj. Rollins dwelling house, and run N.25 deg.E. on said Joshua Pike's land 23 rods and 1 link to a stake, thence N.23 deg.E. 9 rods and 18 links on said Pike's land to a stake, thence N.17 deg.E. on said Pike's land 9 rods and 18 links, thence N.10 deg.E. 6 rods and 10 links on said Pike's land, thence N.7 deg.E. 6 rods and 6 links on said Pike's land to a stake by the wall by said highway; thence on the westerly side of said highway as it now is to a post on Geo.O. Dearborn's land and standing one rod from the northerly post of a pair of bars that make an entrance to his dwelling house; thence N.22 deg.W. on said Dearborn's land 6 rods and 22 links to a stake by the wall by said highway. (the line above described on said Pike and Dearborn's land is to be the westerly side of that part of said highway) thence by the old road as it now is to a stake standing in the wall by said road on land of Josiah Robinson and about 7 rods from the brook which runs near the dwelling house of Jonathan Robinson. (said last named stake being on the easterly side of said highway) thence N.11 deg.W. 6 rods on said Josiah Robinson's land, thence N.8 deg.E. 6 rods to a stake on land of said Robinson; thence N.17 deg.30' E. on said Josiah's land 6 rods and 11 links to a stake at the corner of the stone wall by said road, the last named courses through land of Josiah Robinson to be the easterly side of the road. Thence by the old road as it now runs to the south east corner of land of Josiah Haynes lying on the westerly side of the road, thence from said S.E. Corner, N.3 deg.E. 10 rods and 4 links on said Haynes land to a stake; thence N.7 deg.W. on said Haynes land 5 rods and 10 links, thence N.30 deg.W. on said Haynes land 9 rods and 4 links to an apple tree standing at the wall by said road, thence following said old road as it now runs to the house of Wm.H. Robinson

(See back of this sheet. O.M.)

RIGHT OF WAY SOURCE RECORDS

RECORDS: Book 6 Page 44
 Original }
 Copied } From 1829 To 1839
 Proprietors Original Date of Book
 General Court Sessions
 County
 Town

Town of Exeter
 Name of Road
 Local
 State System
 Width of Road
 Date of Layout

EXTRACT

October 30.1829.

Petition of Peter Chadwick and seven others to the Selectmen of the town of Exeter to make the existing highway leading from Water Street to Court Street in said town wider and straighter.

We therefore have widened and straightened the said highway as follows:-

Beginning at a stake standing $7\frac{1}{2}$ links westerly of the south-westerly corner of the Widow Peor's barn, from thence running S.5 deg.E. $7\frac{1}{2}$ links to the south westerly corner of said barn, which stands 5 feet easterly of an elm tree standing nearly on the line between said Samuel Somerby land and land used as a Parsonage belonging to the First Congregational Society in said Exeter, - thence N.69 deg.W. $14\frac{1}{2}$ links.

And we award to the said Samuel Somerby for land taken for the purpose aforesaid the sum of \$30.00 to be paid by the town of Exeter.

November 21.1829.

See page 73

Minutes of the courses and the land taken from land owned by Charles Tash and laid out in the road;- began at the line between Brentwood and Exeter one rod from the old road and run S.55 deg. 10 rods to a stake 20 links from the old road thence run S.46 deg. E. 12 rods and 17 links to the road leading from Brentwood to Epping being 3 rods and 5 links from the old road, making $33\frac{1}{2}$ rods of land and length of fence 22 rods and 17 links.

For land, 20.D. per acre, \$4.18; for fence, $12\frac{1}{2}$ C. per rod, \$2.81

From Mrs. Martin;- Began on the road leading from Brentwood to Epping at an apple tree standing 2 rods and 10 links from the old road, then run S.31 deg. E. 15 rods to the road, making 18 rods of land and 15 rods of fence; land, \$2.25; fence. \$1.87.

The above land laid out in the year 1829 by the former Selectmen Exeter November 8.1830.

Minutes of land laid out in the road between Exeter and Hampton Falls.

Beginning near the bars on the Brown pasture so called belonging to Trueworthy Robinson extending about 25 rods as the wall now stands containing about 20 rods of land, and we award to said Robinson the sum of \$5.00

November 8.1830.

Copied from original records and checked by OEN



RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of
S. H. Taken from
Hampton Falls Town
State House County
General Court Sessions Records

EXTRACT

April 1, 1726. There being sundry complaints that there was such an uncertainty where ye way should go from ye way called Cockhill way along by or near the place called hilyards delight and so to ye road that leads from hogpen to ye great hill that the survivors could not know where to mend the ways.

We the subscribers have viewed the ground & layed out the way from Cockhill road between the hill layed to ye claim of Jacob Stanger and the land layed to ye claim of Thomas Leavet while it comes to ye land layed to ye claim of Samuel Shaw being 2 rods wide all along this turning westward by ye st Shaw's land between that and ye other range of lots to ye bridge that is made over ye brook and so between the 2 ranges of lots all ye way up while it comes to ye aforesaid hogpen road it holding the same breadth of 2 rods wide.

Vol. 1. page 57
Sept 16, 1726 Road - 2 rods wide from Samuel Clifords to the Contry way running on the way is now trod eastward through lands of Benjamin Dow. John Clifford. William Brown. Benjamin Brown. Elisha Duntton Jeremiahs Dow as the way is now trod and marked out to the Contry road.

Vol. 1. page 112
April 21, 1732 Road - 2 rods wide, from the Contry way through land of Charles Stued. Vidor Mantz Dow + Samuel Meane as far as Samuel Meane's land goes. and likewise a way as it is now open at ye breadth between the fences to run westerly from Samuel Meane's house to John Gores Jr. or against his house & so to ye Contry road.

The State of New Hampshire
Rockingham Co.

I the Sheriff of any County in this State who's Deputy presenting aforesaid at the Superior Court of Judicature holden at Exeter within and for said County of Rockingham on the third Tuesday of September in the year of our Lord one thousand eight hundred and twenty five

The Jurors for the State of New Hampshire on their oath present that the Justices of the Court of Sessions holden at Exeter within and for said County of Rockingham on the third Tuesday of August in the year of our Lord one thousand eight hundred and twenty four on a petition therefore duly exhibited there being occasion for laying out the highway herein after mentioned in the town of Hampton Falls in said County did lay out a certain new highway in said town of Hampton Falls four rods wide beginning at the dividing line between the towns of

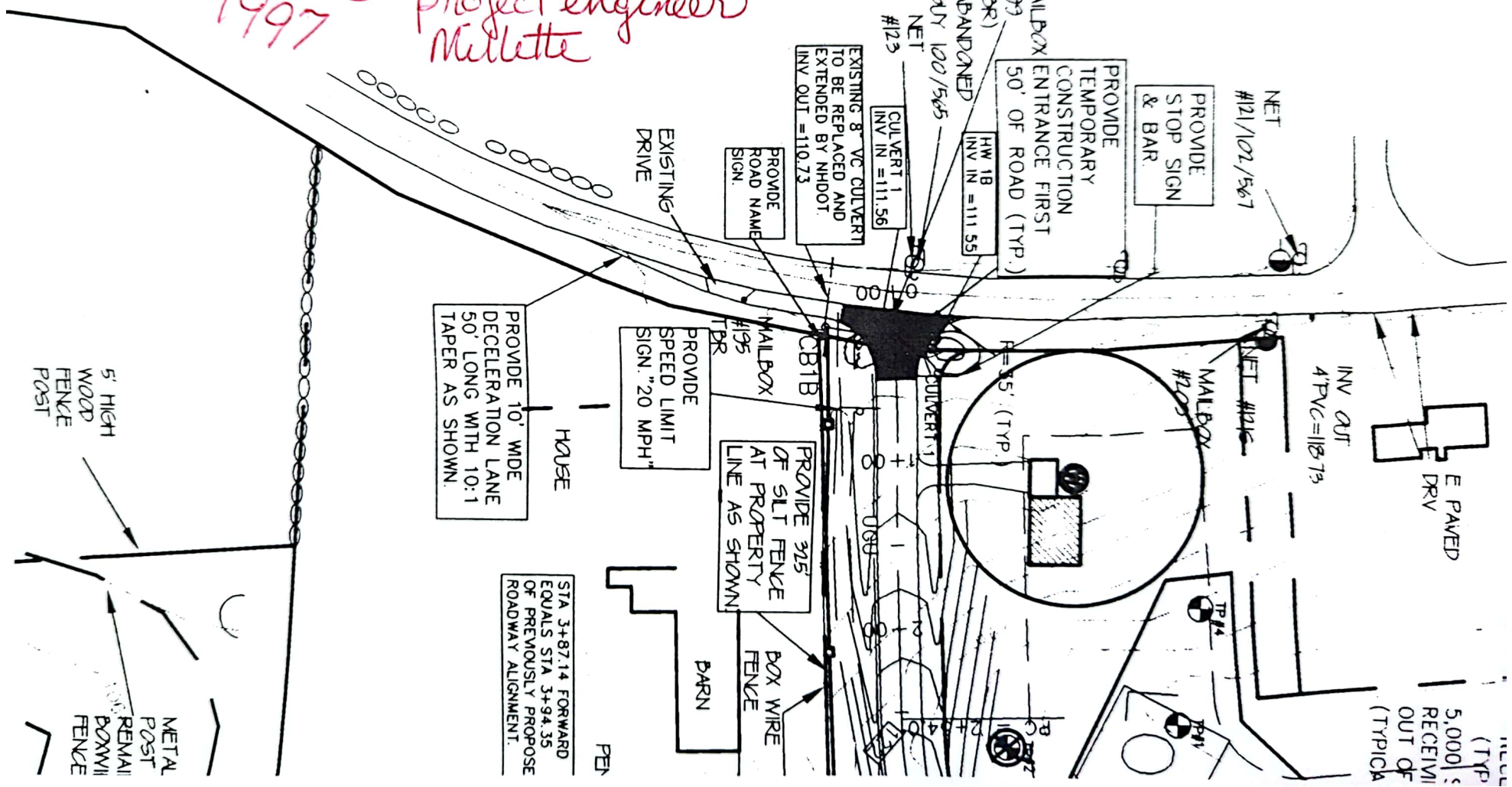
Hampton Falls aforesaid in the County of Rockingham aforesaid and so on to the said County of Rockingham thence

N.H. ROUTE 88 / EXETER ROAD

PUBLIC F

John Colquander
433-9997

Christian Smith
project engineer
431-2222
Millet



Dick Sauborn 926-2539

Dottie Dale - 926-3952

Dick Sauborn - photo of North School
and Route 88

when did Rt 88 become state Road

South School
mill lane & 84

Centre School - 1712 Near
Dr Bailey's Route 88

Cock Hill School @ Driewater & Nason
moved to Exeter Rd

Hoag's corner -



Reference plans -

D 27803

D 18501

D 16500

529

D 4348

D 7358

D 10138

Owners across St

6-1 John Tracey
210 Exeter Rd

6-67 Exeter Two Fourteen Realty Trust
Brenda Conte Tee
214 Ex Rd

4/33-1 Steve B. Buckingham
2 Sauborn Rd

Why don't these people just get
their property surveyed.

Ahearn M 5 Lot 38
3087-1642 bought house
3064-2632
copy

Whitehead M 5 Lot 37
~~3371-1642~~ 3371-1642 copy


FOR Sandy
DATE 7-23 TIME 9:05 AM
M TOKI
OF _____
PHONE 474-1954
Q FAX _____
Q MOBILE _____
AREA CODE NUMBER EXTENSION
TIME TO CALL

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CAME TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RUSH	<input type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	WILL FAX TO YOU	<input type="checkbox"/>

MESSAGE Would like to make
an appointment some time
tomorrow to see you about
what you discussed.

SIGNED MP

Tops FORM 74600
MADE IN U.S.A.

100% RECYCLED 

PROJECT # 57982
1967

FILE D-5-27

Bailey's

TOWN HAMPTON FALLS

FILE D-4-7

PROJECT S-7982

ROAD OR AREA Nason Road-Brown Road-Route 88

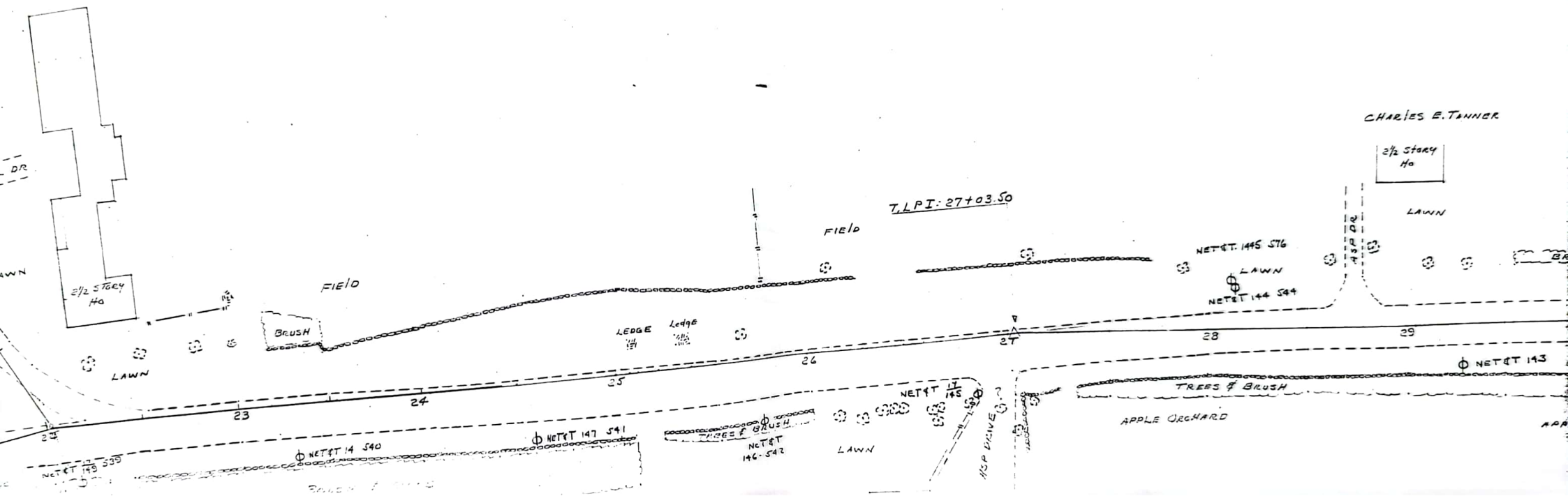
DATE 1967

TYPE OF PLAN Plan-Profile-Xsections-Detail

SCALE

TYPE OF PAPER White-green x sect.-tracing-

REMARKS Not built as of Aug. 7, 1968



ROUTE #22

APPLE ORCHARD

M&M STONE WALL

N-2°00'-E

44 NETT
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99 NETT
100 NETT

APPLE ORCHARD

FIELD

FIELD

END OF M&M STONE WALL

H.G. BATCHELDER

GAR.

1 STORY HO

ASPHALT DRIVE

LAWN

FLAG POLE

JYTHNTTISE-C

M&M WALL

C.B. BAILEY
M.O.

2 1/2 STORY HO

LAWN

PARKING LOT
PEA STONE

48 NETT

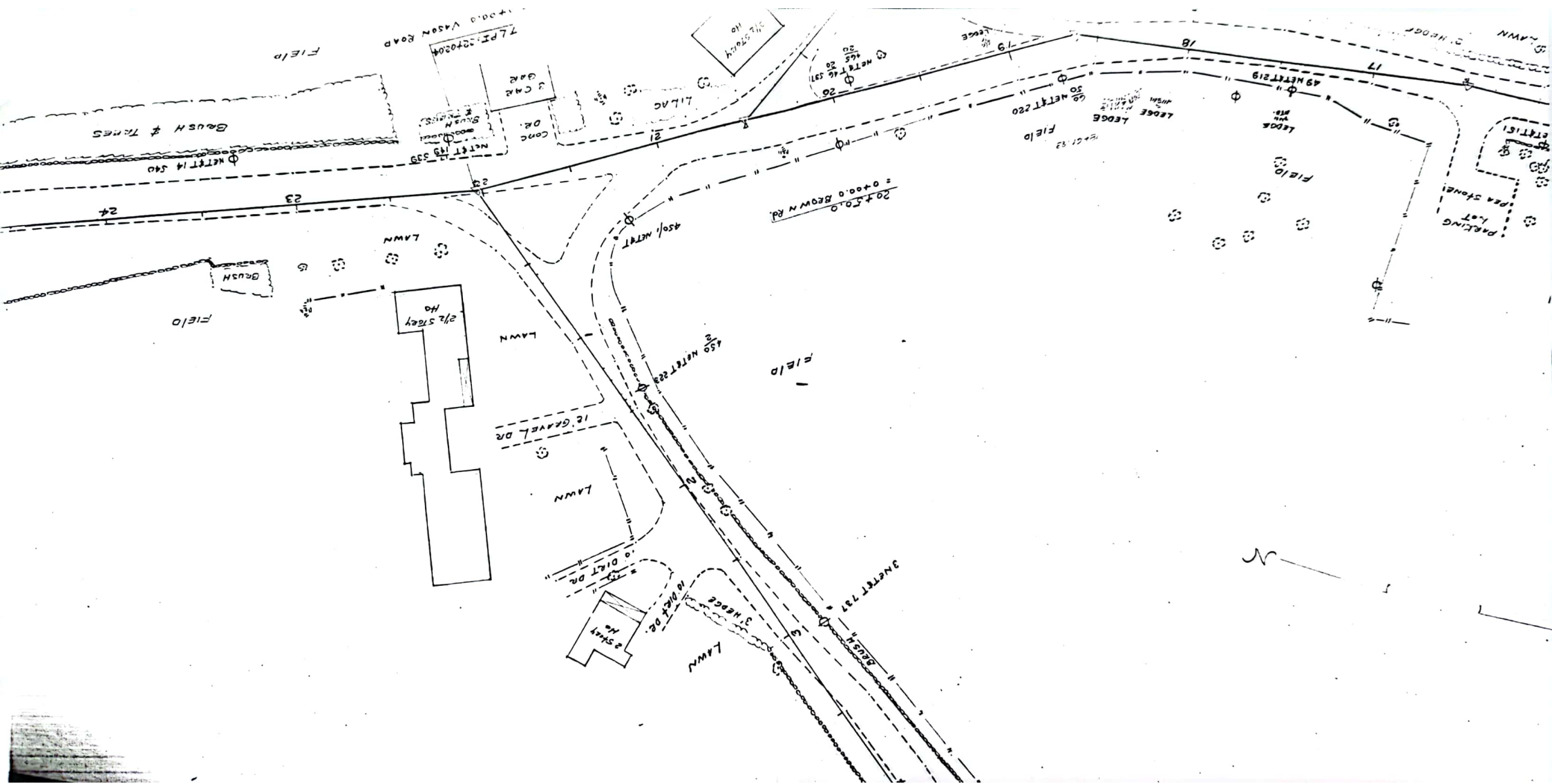
UNITARIAN CHURCH

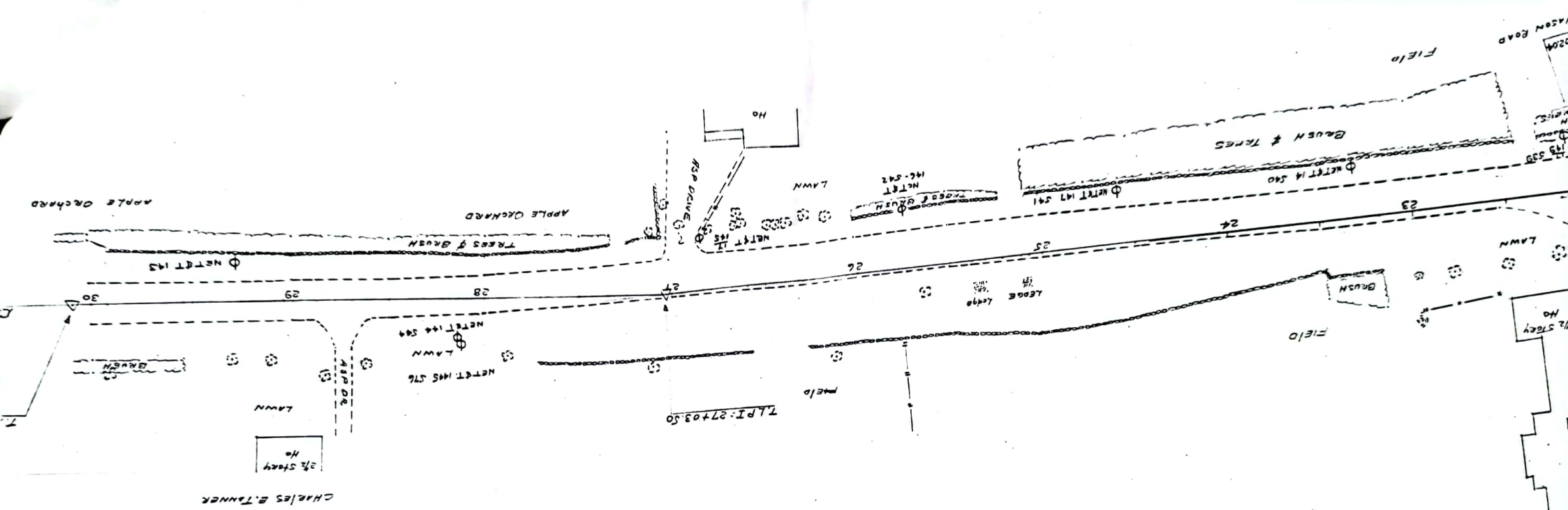
LAWN

FIELD

LEDGE

49 NETT





HISTORY OF HAMPTON FALLS
VOL 1 PP 366-369

OSCAR JEWELL (CAN DOWNLOAD
NOT ALL SCANNED FROM NH STATE ARCHIVES)

Various Hampton Falls Records
NOT ALL SCANNED

3064-2632
3371-0167

p 527

2199-886

p 529

D 25694 ✓ 4-40 SHOWS NOTHING
D 25731 ✓ 6-36 " "

D 26513 ✓ P 68-37

D 27307 ✓ 8-34 @ RT 95 (Layout area)

D 27306 ✓ M 5 L 2 SHOWS NOTHING

D 27500 ✓ 6-46

D 27803 ✓ ~~SR~~ M 6 L 65 HOLDING WILL SCALES @ least 33' TO OPPOSITE EP

D 27744 ✓ COULD BE SCALED (NO DEFINITIVE INFO OTHER ~~E~~) HOLDING WILL ACROSS FROM TONAWAY LAKE

measured to face of wall

No. JOE VAILE
Date 5/11/01 Page

DISTANCE BETWEEN WALLS

NEAR PARSONAGE 57' ^{END TO FINE} ✓

NEAR PARSONAGE 69' ✓
WEST

NEAR APPLE CREST REX YOUR OWN
WEST #102 57' ✓

NEAR #102 EAST 57' ✓

NEAR NASON RD WEST
61' ✓

NEAR SURREIN
EAST 60' ✓

NEAR #50 55' NEW
WALL TO FNC (POST 1/2 RAIL)

@ CEMETERY

WLL TO FNC 42' 1

WLL TO DH 54'

@ #323

WLL TO FNC 47.5' ?
WLL TO STK 51

at TONK'S

WALLS NOT OLD OLD

ONE 44' ind spot

ONE 47'

GOING WEST FROM #1 RT1

GOING EAST THROUGH EX

AWD
JP

Page

@ NOMORA farm #304
WLL TO FNC 56'

@ POLKAWAY

OLD WLL NEAR GAR to WLL 49'

@ SIGN WLL TO FNC 48'

@ 271-279

WLL TO WLL 47'
two places 47'

@ CHENA 46' ^{E OF DRIVE} WLL TO WLL
48' WLL TO WLL W OF DRIVE

@ #196

WLL TO REM WLL 53'

@ 189 WLL ACROSS ST TO
E OF DRIVEWAY 38' WLL TO EP
different place 45' WALL TO POLE

@ 189 W OF DRIVE

END WLL TO WLL 50'
POLE WLL 43-44'

ROCKINGHAM COUNTY REGISTRY OF DEEDS
COPY ORDER

ORDER NUMBER: 260076 ORDERED BY: TOCKY
DATE: 7/19/01 ACCOUNT NAME: STOCKTON SERVICES S 58
FAX: N ADDRESS: PO BOX 1306
HARD COPY: N HAMPTON NH 03843-1306
BOX #:
PICK UP: Y

FAX #: 0000

GRANTOR/GRANTEE	BOOK/PAGE OR PLAN #	# OF PAGES	COPY TYPE	CERT Y/N	CHARGE
STREET INDEX	PAGE 519	1	MICRO PLAN		1.50

ROCKINGHAM COUNTY REGISTRY OF DEEDS
COPY ORDER

ORDER NUMBER: 260064 ORDERED BY: TOCKY
DATE: 7/19/01 ACCOUNT NAME: STOCKTON SERVICES S 58
FAX: N ADDRESS: PO BOX 1306
HARD COPY: N HAMPTON NH 03843-1306
BOX #:
PICK UP: Y

FAX #: 0000

GRANTOR/GRANTEE	BOOK/PAGE OR PLAN #	# OF PAGES	COPY TYPE	CERT Y/N	CHARGE
STREET PLAN INDEX PAGE 528	INDEX 528	1	MICRO PLAN		1.50

Stockton Services
PO Box 1306
Hampton, NH 03843-1306

May 14, 2001

Joseph Valle
The Valle Group
1007 High Street
Dedham, MA 02026

Subject: Route 88, Hampton Falls

Dear Mr. Valle:

In response to your recent inquiry regarding the right of way width for Exeter Road (Route 88) in Hampton Falls, preliminary research and field inspection has yielded the following information:

1. This road is the subject of an entry in the Hampton Town Records (Volume 2 p. 144, 1700) but no assigned width is mentioned.
2. It is also noted as the Northerly boundary of the Third West Division, which was laid out in the early 1700's. Again, no width for the road is mentioned in the return for this division.
3. There is a statement in the History of Hampton Falls, p. 368, which indicates that in the early 1800's, "the roads, with the exception of the turnpike and Exeter Road, were narrow." The "turnpike" (i.e. what is now Route 1) was originally laid out at a width of four rods. It was customary for principal roads to be three rods (49.5') or four rods (66') wide.
4. On May 11, I drove the length of Route 88 from its intersection with Drinkwater Road to the Exeter town line. I stopped wherever I noticed old walls or other ancient physical evidence on both sides of the road which could provide evidence of an intended width if the road was laid out or of an accepted width if the right of way was created by prescription. The measurements taken at these locations were as follows: 57', 69', 57', 57', 61', 60', 47', 56', 49', 48', 47', 47', 46', 48', 53', 50'.
5. I did not find physical evidence to suggest a right of way width as narrow as two rods (33') at any point along the road. My preliminary conclusion based on evidence gathered to date is that Exeter Road, if laid out, was intended to be at least 3 rods wide and possibly 3 1/2 rods wide in some sections. Further research and survey would be needed to provide a more definitive answer to this question.

Yours truly,

Anne W. Bialobrzeski
NHLLS #752
Stockton Services